

of Skirbeck Quarter, in the said parish of Skirbeck, by a junction with the proposed railway (No. 1), on the westerly side of the Great Northern Railway, at or near the point at which that railway is carried over the Redstone Gout, near the Great Northern Goods Warehouse, which said intended railway (No. 2) will be made, or pass from in through or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Boston, Boston West, Skirbeck Quarter, and Skirbeck, in the parts of Holland, in the said county of Lincoln:

3rdly.—A pier, or jetty and landing place, commencing in the said parish of Frieston, at or near the termination of the intended railway (No. 1) and running parallel to the low water channel of Boston Deep, for a distance of 700 feet or thereabouts, in a north-easterly and south-westerly direction; which said intended pier, jetty, or landing place, will be made in, or pass from in through and into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Frieston, Frieston Shore, Frieston Salt Marsh, Frieston Sands, Frieston Lows, the bed and shore of the sea, in the parts of Holland, in the said county of Lincoln:

To deviate laterally from the lines of the intended railways, pier and works, to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shewn on the sections hereinafter mentioned:

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, pipes, drains, sewers, dams, canals, navigations, rivers, bridges, railways and tram-roads, within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railways, pier and works, or any of them, or of the said intended Bill:

To purchase and take by compulsion, and also by agreement, lands, houses, tenements and hereditaments, for the purposes of such railways, pier and works, and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments, so purchased or taken:

To levy tolls, rates and duties upon or in respect of the intended railways, pier and works, and upon the railways, stations and works, hereinafter mentioned, belonging to other Companies, and to confer exemptions from the payment of such tolls, rates and duties:

To confer, vary or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Company and all Companies lawfully using or working their railways, to run over, work and use, with their engines and carriages, and for the purposes of their traffic of every description, and upon such terms and conditions as (in default of agreement) shall be respectively determined by the Board of Trade, or by arbitration, so much of the lines of railway, stations, roads, platforms, water, water-engines, sidings, machinery, works and conveniences of the Boston, Sleaford, and Midland Counties Railway Company, as lie between the point where the intended Railway (No. 1) will join the Boston, Sleaford and Midland Counties Railway, and a point on such last-mentioned railway, 400 yards or thereabouts westward of such junction, and also the line of such last-mentioned railway, running to or towards the station of the Great

Northern Railway at Boston; and also so much of the lines of railways, stations, roads, platforms, water, water-engines, sidings, machinery, works and conveniences, of the Great Northern Railway Company, as lie between the point where the intended railway (No. 2) will join the Great Northern Railway and the before-named station of such railway at Boston, including such station, and the works and conveniences connected therewith respectively, and also to levy tolls, rates and duties, in respect of passengers and traffic conveyed over the before-mentioned portions of railway respectively, and to vary the existing tolls, rates and duties thereon.

And it is also intended by the said Bill, to empower the Boston, Sleaford and Midland Counties Railway Company and the Great Northern Railway Company, or either of them, and the Company, to enter into and carry into effect, contracts, agreements and arrangements, for or with reference to the construction, maintenance, working and using, by any or either of the contracting Companies, of the railways, pier and works of the other or others of them, or any part thereof, and with reference to the regulation, management and transmission of the traffic thereon, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, division, appropriation and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants:

And also to empower the said Boston, Sleaford, and Midland Counties Railway Company, to appoint directors of the Company, and to take and hold shares in, and subscribe towards the said intended undertaking of the Company, or any part thereof, to the extent of £30,000, and for that purpose to empower the Boston, Sleaford and Midland Counties Railway Company to apply their existing capital, or to raise the sum of £30,000 by the creation of new shares or stock in their undertaking, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and by borrowing on mortgage or otherwise, and to which subscription and raising of money, the consent of the Boston, Sleaford and Midland Counties Railway Company has been given, at a meeting of the proprietors of the ordinary shares in that Company specially held, in conformity with the Standing Orders of Parliament, on the 11th day of November, 1862.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following; that is to say:—16 and 17 Vic., cap. 223, relating to the Boston, Sleaford and Midland Counties Railway Company: and (local and personal) 9 and 10 Vic., caps 71 and 88; 10 and 11 Vic., caps. 113, 125, 143, 146, 148, 272, 286 and 287; 11 and 12 Vic., caps. 62, 71 and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 35, 70, 133, 143 and 175; and 25 and 26 Vic., caps. 1, 46, 86, 124 and 190, relating to the Great Northern Railway Company:

To empower the Company to purchase by compulsion, any such flooded, uninclosed, waste or other lands in the several parishes, townships, extra-parochial, and other places following, or some or one of them:—Fishtoft, Frieston Shore, Frieston Salt Marsh, Frieston Sands, Frieston Lows, Frieston, Butterwick, Bennington, Lever-